

## Message Text

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PAGE 01 BONN 12468 291512Z  
ACTION EUR-08

INFO OCT-01 SS-14 ISO-00 NSC-05 NSCE-00 EURE-00 PM-03  
SP-02 L-01 EB-04 INR-05 CIAE-00 IO-06 DODE-00  
TRSE-00 ACDA-10 SSO-00 INRE-00 /059 W  
-----003980 291518Z /53

O R 291459Z JUL 77  
FM AMEMBASSY BONN  
TO SECSTATE WASHDC IMMEDIATE 0196  
USMISSION USBERLIN IMMEDIATE  
INFO AMEMBASSY BERLIN  
AMEMBASSY LONDON  
AMEMBASSY MOSCOW  
AMEMBASSY PARIS  
USMISSION NATO  
CINC EUR VAIHINGEN  
CINC USAFE RAMSTEIN  
CINC USAREUR HEIDELBERG  
7350 ABGP TEMPELHOF

C O N F I D E N T I A L BONN 12468

LIMDIS

DEPARTMENT PLEASE NOTIFY EUR/CE ON RECEIPT

E.O. 11652: GDS  
TAGS: PGOV, EAIR, BQG  
SUBJECT: SOVIET CORRIDOR FLIGHT

REF: STATE 177698 DTG 282359Z JUL 77 (LIMDIS)

1. FRG BONN GROUP REP (VON ARNIM) INFORMED US TODAY OF  
THE RESULTS THUS FAR FROM INQUIRIES MADE TO THE AIR  
TRAFFIC CONTROLLERS REGARDING THE JULY 24 AEROFLOT  
FLIGHT THROUGH THE CENTER CORRIDOR. HE SAID THAT THE  
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ORIGINAL CHANGE OF ROUTE TOOK PLACE BEFORE THE PLANE  
ENTERED GERMAN AIRSPACE SINCE IT ENTERED AT AACHEN  
RATHER THAN NORDENNEY, AN ISLAND OFF THE NORTH COAST.  
THE PILOT CONTACTED DUSSELDORF AIR TRAFFIC CONTROL  
(ATC), AND ASKED FOR A ROUTING TO SCHOENEFELD.  
DUSSELDORF ATC ASKED BREMEN ATC, WHICH SAID THAT THE  
NORMAL ROUTING (APPARENTLY USING THE PROCEDURE FOR THE

POLISH LOT FLIGHTS) WOULD BE VIA THE CENTER CORRIDOR.

2. BREMEN ATC ASSIGNED A ROUTE IN THE CENTER CORRIDOR AND ASSUMED CONTROL OF THE AIRCRAFT. BREMEN ATC CONTACTED BARTCC AND INFORMED BARTCC OF THE ESTIMATED FLIGHT TIME AND THE AEROFLOT PLANE'S CALL SIGN (SU 11912). BARTCC REQUESTED CONFIRMATION OF THE CALL SIGN AND ALSO ASKED THAT BREMEN ATC DIRECT THE PLANE TO CONTACT BARTCC. BREMEN ATC CONTACTED THE PLANE, DID AS BARTCC REQUESTED, AND INFORMED BARTCC. THE PLANE DID NOT CONTACT BARTCC AND THE LATTER'S EFFORTS TO CONTACT THE PLANE WENT UNANSWERED.

3. WITH RESPECT TO THE IMPORTANT POINT THAT IT APPEARS THE PLANE DID NOT SPECIFICALLY REQUEST THE CORRIDOR ROUTING BUT WAS ASSIGNED IT BY BREMEN ATC, VON ARNIM SAID THAT THE GERMANS WERE NOT ABSOLUTELY CERTAIN THAT THIS WAS WHAT HAPPENED BUT WERE "NINETY-FIVE PERCENT CERTAIN." THE UK EMBASSY TELLS US THAT THEY HAVE BEEN INFORMED INDEPENDENTLY, "FROM THE OLD-BOY AVIATION NETWORK," THAT IT APPEARS THIS IS WHAT HAPPENED.

4. COMMENT: THIS ADDED INFORMATION, IF TRUE, PUTS A NEW AND LESS SINISTER LIGHT ON THE PLANE'S USE OF THE CORRIDOR. WE CONTINUE TO BELIEVE THAT A STATEMENT IN BASC (WHICH HAS NOW BEEN APPROVED BY ALL THREE ALLIED

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CAPITALS) SHOULD BE MADE AND THAT AN FRG APPROACH TO THE SOVIETS MAY BE WARRANTED. THE DECISION ON THE LATTER POINT CANNOT BE MADE UNTIL ALL THE FACTS ARE KNOWN. AT A MINIMUM, IT APPEARS THAT THE SOVIET AIRCRAFT VIOLATED THE APPROVED CLEARANCE BY ENTERING GERMAN AIR SPACE BY A POINT OTHER THAN THAT WHICH HAD BEEN APPROVED. IT ALSO APPEARS, HOWEVER, THAT DUSSELDORF ATC IMPROPERLY AUTHORIZED IT TO CONTINUE INTO GERMANY ON THE REVISED ROUTING.

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## Message Attributes

**Automatic Decaptoning:** Z  
**Capture Date:** 01-Jan-1994 12:00:00 am  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** AIRSPACE VIOLATIONS, AIR ROUTES  
**Control Number:** n/a  
**Copy:** SINGLE  
**Sent Date:** 29-Jul-1977 12:00:00 am  
**Decaption Date:** 22 May 2009  
**Decaption Note:** 25 YEAR REVIEW  
**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 22 May 2009  
**Disposition Event:**  
**Disposition History:** n/a  
**Disposition Reason:**  
**Disposition Remarks:**  
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**Document Unique ID:** 00  
**Drafter:** n/a  
**Enclosure:** n/a  
**Executive Order:** GS  
**Errors:** N/A  
**Expiration:**  
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**Office:** ACTION EUR  
**Original Classification:** CONFIDENTIAL  
**Original Handling Restrictions:** LIMDIS  
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**Previous Handling Restrictions:** LIMDIS  
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**Review Markings:**  
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